

**Proposed Improvements on I-15 at the County  
Line Between Riverside and San Diego**

**REGIONAL COUNCIL ATTACHMENT #4.2.2**  
**Thursday, March 6, 2003**

# REPORT

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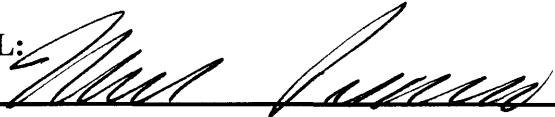
**DATE:** March 6, 2003

**TO:** Regional Council

**FROM:** Naresh Amatya, Acting Manager, Planning and Policy  
(213) 236-1851/ Havens@scag.ca.gov

**RE:** Coordination of proposed improvements on I-15 at the county line between  
Riverside and San Diego

**EXECUTIVE DIRECTOR'S APPROVAL:**



## **RECOMMENDED ACTION:**

Approve SCAG to work with RCTC, SANDAG, Caltrans Districts 8 and 11, City of Temecula and other interested parties to ensure coordination of data and proposed improvements on I-15 in the vicinity of the county line between Riverside and San Diego Counties.

TCC approved this item at their February 6, 2003 meeting.

## **BACKGROUND SUMMARY:**

Riverside County Measure A extension calls for adding at least one mixed flow lane in each direction on I-15 from SR-60 to the County line between Riverside and San Diego. This would increase the number of lanes on the Riverside portion of I-15 from existing 8 mixed flow lanes to 10 lanes. There are no plans for High Occupancy Vehicle (HOV) Lanes on this freeway on the Riverside side. On the other hand, San Diego is proposing to re-stripe the freeway on the San Diego side to convert 2 existing mixed flow lanes to HOV lanes so that the number of mixed flow lanes will be actually reduced to 6 lanes. Therefore, if these improvements were to be implemented, I-15 would have to be transitioned from 10 mixed flow lanes to 6 mixed flow lanes at the county line, which would pose a serious traffic and safety hazard. Therefore, it is extremely critical to maintain an on going dialog between the two regions, not only in terms of exchanging appropriate data , but to ensure planning that will avoid this potential problem down the road.

It should be further noted that SANDAG is considering adding two mixed flow lanes in their unconstrained portion of the long range plan. Also, Caltrans District 11 will be updating their Route Concept Reports to match District 8's, which shows 5 lanes in each direction (4 mixed and 1 HOV). Furthermore, depending upon which CETAP corridor gets selected for the Winchester to Temecula Corridor, this could have an affect on number of lanes or needs between our two counties. In other words, we are already taking steps in the right direction. We just need to make sure that we are continually engaged in the dialog with our stakeholders in the region and our partners in San Diego so that this important regional issue is addressed in a timely manner.

## **FISCAL IMPACT:**

Staff work for this item is already included in the current OWP.

